not be fully returned to the aircraft, and the aircraft should not be allowed to get near predetermined high risk sites. As far as destinations for landing an aircraft that has had a danger signal alarm, the landing should be guarded as though the worst scenario would happen. New landing strips could be built across a nation, so as to land those flights that have experienced a danger signal alarm. These landing strips do not have to be full airports and could be located in less populated areas with fewer people, with no strategic sites, and have less property to be damaged.

If, at any time, the external authorized personnel feel that it is necessary to control an aircraft, they do not need a danger signal from on-board personnel or equipment to place the aircraft into a controlled, restricted state. This can be done if the necessity should arise.

If an aircraft is not placed in a controlled, restricted state throughout its flight, then the flight is not impeded and danger signal personnel and equipment must report a successful completion of the flight. If, however, for any reason an aircraft is placed in a controlled, restricted state, then all danger signal personnel and equipment must be returned to a safe state or the aircraft remains in the controlled, restricted state.

In accordance with the provisions of the patent statutes, the principle and mode of operation of this invention have been explained and illustrated in its preferred embodiment. However, it must be understood that this invention may be practiced otherwise than as specifically explained and illustrated without departing from its spirit or scope.

What is claimed is:

1. An aircraft catastrophic security system comprising:

a) an on-board aircraft danger signal device capable of transmitting a plurality of danger signals and capable of receiving and transmitting a plurality of danger signal personnel codes and capable of receiving and transmitting a plurality of danger signal device codes;

b) an on-board aircraft control device capable of controllably operating an aircraft and capable of being controlled externally, remotely for controllably operating said aircraft;

c) an on-board aircraft processing device capable of receiving said danger signals from said plurality of danger signal devices and capable of receiving and transmitting said danger signal personnel codes from and to a plurality of danger signal personnel and capable of transmitting and receiving said danger signal device codes from and to a plurality of danger signal devices and capable of transmitting and receiving on-board control state conditions and capable of operating said on-board aircraft control device and capable of transmitting said on-board control state conditions to national and local authorities; and

d) an external processing device capable of transmitting and receiving said on-board aircraft control state conditions to and from said plurality of on-board aircraft processing devices and capable of transmitting and receiving said on-board aircraft control state conditions to and from said plurality of on-board aircraft control

devices and capable of transmitting and receiving said plurality of aircraft operating commands to and from said plurality of on-board aircraft processing devices and capable of transmitting and receiving on-board aircraft operating commands to and from said plurality of on-board aircraft control devices.

2. A method of operating an aircraft catastrophic security system comprising the steps of:

a) placing an aircraft into normal operating mode by an external processing device;

b) logging danger signal personnel on-board of said aircraft, through the use of danger signal personnel codes, by an on-board aircraft processing device;

c) logging on-board danger signal devices of said aircraft, through the use of danger signal device codes, by said on-board aircraft processing device;

d) monitoring danger signals of said aircraft by said on-board aircraft processing device;

e) placing on-board aircraft control device in a controlled, restricted operating mode upon receipt of said danger signal by said on-board aircraft processing device;

f) transmitting said danger signal to said external processing device by said on-board aircraft processing device;